New Issue Authorized Yesterday Will Be Added to \$50,000,000 of the Issue of March, 1903, Which Have Not Been Put Out-Some Bonds to Be Retired.

PHILADELPHIA, March 14.-The Pennsylvania Railroad is to increase its bonded indebtedness by 53,000,000. Authority to do so was given the board of directors by the shareholders at their annual meeting this morning. A stock vote is to be taken on the proposition. It will be merely formal, The amount of bonds authorized came

somewhat as a surprise. It was generally thought that the sum would not be less than \$100,000,000. Many usually well informed persons had forecasted that the shareholders would be asked to authorize an increase of \$200,000,000.

In introducing the resolution Capt. John P. Green, first vice-president of the company, explained that it would be necessary for the corporation to provide money for the retirement of certain of the consolidated mortgage bonds. These bonds mature in June and July. According to Capt. Green these bonds aggregate about \$28,000,000. Money is also needed for other corporate purposes.

Bonds representing the increase authorized may be issued at one time or from time to time. They may be issued under and secured by the existing consolidated mortgage or otherwise, as the directors may see They may be payable in cash or at the option of the holder may be convertible into stock upon such terms as the directors may designate. It is provided, however, that if the whole or any part of the increase in indebtedness shall be represented by convertible bonds an amount of the company's authorized capital stock sufficient to suit the conversion on the basis prescribed shall be set apart for such conversion.

There was some comment in Wall Street There was some comment in wan street resterday over the authorization of only \$50,000.000 of convertible bonds by the Pennsylvania Railroad stockholders until it was recalled that at their meeting in March, 1603, the stockholders authorized \$50,000,000 evertibles which have never been issued. These will be issued along with the \$50,000,000 authorized yesterday, making \$100,000,000 in all. The bonds will bear 3½ per cent interest, it is expected, and will be convertible, at 150, into stock.

TOWNSEND-DOWNEY PLANT SOLD. The Colonial Trust Co. Buys In the Property for the Bondholders.

The Colonial Trust Company, holder of the bonds of the Townsend & Downey Shipbuilding Company, purchased at public auction yesterday the entire plant and property of the company for \$516,000. The sale was made to protect the bondholders, and was held at the Shooters Island yards of the company by Charles Shongood under orders from Henry E. Ide, trustee in bankruptcy for the firm. All the big shipbuilding interests were represented. None of these entered into the bidding. It was stated that had any one of the various interests represented shown a disposition to buy the others would have taken a hand. The Colonial Trust Company finally bid \$485,000 for the fourteen acres of land which includes the property on the Staten Island shore opposite Shooters Island. For all the other assets of the concern, including buildings, materials, machinery, trade marks, &c., the Colonial bid \$51,000. The liabilities of Townsend & Downey amount to \$570,000.

It is said that Wallace Downey has partly made arrangements to start a yard on the expoperative plan and that he wishes to secure Shooters Island. If he cannot he will take some other yard.

The Townsend & Downey concern bea disposition to buy the others would have

will take some other yard.

The Townsend & Downey concern became involved after it built the Meteor for Emperor William of Germany. In 1900 the firm started work. Some of the finest yachte built in the subsequent two years were turned out by the firm. Following the launching of the Meteor labor troubles forced the firm into bankruptcy.

Fleeds in Kansas and High Priced Labor and Fuel the Cause.

The annual report of the Missouri Pacific Rallway Company for the year ended Dec. 31, 1904, shows a decrease in net earnngs of \$393,189 as compared with 1903. The gross earnings were \$43,693,616, an increase of \$597.848. Operating expenses increased \$991.037. President George J. Gould says of the last year:

Gould says of the last year:
Our expectations as to results were not fully realized, owing to the disastrous floods in Kansas, which placed a complete embargo on traffic for several weeks on some of the important through lines and necessitated heavy expenditures to restore the company's property to its former condition, and to the increased cost of fuel and a higher scale of wages paid to employees.

President Gould refers to the local distance of the local

President Gould refers to the loan of \$25,000,000, which has been negotiated to relieve the company from unfunded obligations and says that the company may, at its option, increase the loan to \$50,000,000.

Possible Guarantee of O. & W. Dividends. Following an advance of 21/2 points in Ontario and Western stock yesterday, making a new high record for it at 59%, it was learned that the matter of guaranteeing a dividend on the issue has been taken up by the New Haven for consideration, with the probability that a guarantee will be given. What the rate will be is still an open question, but it is not expected to be more than 2 per cent.

FINANCIAL NOTES.

Clark, Dodge & Co. and the First National Bank have purchased from the Great Northern Railway Company \$5,000,000 St. Paul, Minne-apolis and Manitoba Railway Pacific extension 6 per cent. gold bonds due July 1, 1940. The principal and interest are assumed by the Great Northern.

Great Northern.
At a meeting of the directors of the Colorado Springs and Cripple Creek District Railway in Colorado Springs on Monday new interests entered the board, partly rr presentative of the Colorado and Southern. New directors were elected as follows: B. F. Yoakum, Edwin Hawley, Hans Winterfeldt, G. M. Dodge, Frank G. Trumbull and J. M. Herbert. Messrs. Trumbull and Herbert are president and vice-president of the Colorado and Southern, and Messrs. Hawley, Yoakum and Trumbull are directors.

SUB-TREASURY STATEMENT.

Paid by Sub-Treasury to banks Paid by banks to Sub-Treasury	\$8,506,000		
Lose to banks on day's transactions	\$1,466,000		
Paid by Sub-Treasury to banks Paid by banks to Sub-Treasury	\$9,864,000 11,609,000		
Loss to banks	81,745, 000 1,898, 000		

EXPORTS OF MERCHANDISE.

resp	condin	with i	hose a ye	of la	st wee	k and	of the	cor
Thu	s week		*****			oracio co	\$10,985	5,120
A AREST	a week	- averes	2000	AND THE	Conner	44.7-12	11.416	3.254
Lan	1 Year		****		****	*****	9,225	5,807
lant	year.	in. I to	date	they	comp	are as 1	follows	
This	S YEAR						\$100,821	1 500
Las	1 vear				*****	******	100,694	6.66

DIVIDEND DI	ECLA	RATI	ONS.
Virginia Carolina Chemi-	Stock.	Amt.	Páyable.
Sloss Sheffield Steel and	TOTAL:	2	April 15
fion Sheffield Steel and	CONTRA	219	April 1
National Licorice, quar-	pfd	174	April t
Mergenthaler Linesyne	prd	15g	March 31
United Fruit, quarterly	****	21-2 194	March 31 April 18

GOSSIP OF WALL STREET.

After five consecutive days of rising prices the stock market developed considerable irregularity resterday. Reactionary price movements in almost every instance were at the expense of activity. The heaviest trad-ing was on the rallies that took place at intervals during the day; on relapses the volume of transactions was invariably reduced. Unevenness has been one of the chief characteriatics of the speculation for some time past. It was only somewhat more pronounced yesterday than had been the case recently. Movements in the leading stocks began and ended in so erratic and unac-countable a manner as greatly to confuse the market's professional following. A bulge in the Harriman Pacifics starting about 2 o'clock stimulated some general activity. On very heavy trading Union Pacific advanced to 136%, and Southern Pacific rose abruptly, also on heavy trading, to 71. Around 136 it seemed that Union Pacific was being rather too freely supplied, and likewise Southern Pacific around 71, and both stocks sold off 1 per cent. each as abruptly as they had advanced, the general list responding to their leadership. A number of other move-ments similarly flattened out, leaving traders who had followed them to get out of their stocks as best they could. To sell short on the dips was equally unprofitable, for gen-uine selling did not follow the reactions very

far and soon subsided.

In so far as prices may be said to have shown any tendency yesterday they were reactionary, but the net price changes for the day were extremely irregular. The heaviness, brokers said, was rather due to a cessation of aggressive buying operations than to selling pressure. Stocks continued, however, to be supplied on the advances, as, for example, in Union Pacific. It is supposed that there has taken place on this level and a little lower an extensive shifting of speculative holdings from the hands of last year's buyers to a fresh bull element in the market. "Prices are now so high," one commentator said yesterday, "that almost anybody may afford to sell stocks. Who is there that cannot afford, for example, to sell his speculative holdings of Union Pacific on this level? We should remember that there was a large accumulation of stocks 20, 30 and 40 points lower when general senti-ment was much less bullish than at the present time. Those who bought on the lower levels can well afford to sell now. It seems that there are enough others who can afford to buy at these prices to balance the market. It seems, indeed, that more buying than selling can be afforded in a number ferent stocks, but there must have been a great deal of realizing recently by conservative followers of the advance."

Those who are afraid have not been making the money.

American Smelting and Refining common crossed par yesterday for the first time. It was one of the most prominent features of the bull side of the market, having a maxiof the builside of the market, having a maximum advance of nearly 4 points, to 102. The buil campaign in this stock has been very ably managed. It has been conducted on fairly conservative lines from the beginning. No impossible predictions have been made, and the manipulation has been perfectly

The bond market is not so good as it has

"It is being asserted," said a prominent broker yesterday, "that there is no public in this market, and while it is true, as anybody may see, that what we call the outside public has not participated to any extent the recent speculation, we have had all along a very rich public that is capable of taking an enormous amount of securities, either for speculation or for investment. The important fact is that we have had a market for our securities. The Wall Street seller of securities is not over particular as to the origin of the buying power. All he wants is a market on which he may dispose of stocks. is a market on which he may dispose of stocks. Now, I am interested in a property that you don't know much about because it is not actively pushed. A year ago we had a lot of its bonds on our hands which we were unable to work off at any reasonable price, and as for the shares, both the common and preferred were but nominally quoted. Now, what is the case? We have sold the bonds at better prices than we dreamed of getting for them. Not so long ago, there appeared a demand for the shares. ago there appeared a demand for the shares. We were able to recommend them to patient buyers because they were cheap and would eventually, we believed, be worth something as an investment. It will be several years, however, before we can think of beginning dividends, and we have made no secret of that. After the bonds, the shares began to go. They advanced beyond what certain insiders thought they were worth for the present and they took advantage of the market to sell out. Since they sold their holdings the mar-ket has gone higher and these insiders are astonished. We made no campaign in the shares with a view to unloading. The market came to us, and we merely took advantage of it. I find in talking with other brokers that this experience has been by no means unusual. I think you may take it for granted that insiders have disposed of a great many stocks in the past two or three months. Many of them did not get the highest prices."

Northern Securities "ssubs" sold yesterday at 4%, or 450 per cent. That is the equivalent of a valuation of nearly \$18,000,000 on the assets of the Northern Securities Company remaining after the distribution of its stock holdings. It is said that London has been inquiring here for the "stubs."

The bear element in the market is without any recognized leadership. It is, furthermore, afraid to lose stocks.

Traders are prone to place more confidence in the tape than in official utterances. It is of no use to tell a trader that there is nothing in a thing that he sees, or thinks he sees, on the tape. He will believe the tape and doubt all other authorities. It is of no use at the present time, for example, to tell the traders who are bulling New York Central that the rumors of a deal whereby that stock may be retired on the basis of 200 with a 3% per cent. bond are specifically denied; they see it on the tape. Fluctuations are to the speculative mind irresistible. Everybody says that the buying of New York Central at these prices is of the strongest possible character; that the same interests that were buying the stock around 135 and at 145 and at 155 are buying it still, and tell their friends not to sell until it has crossed 175. Their list of friends appears to be rather numerous. New York Central is a stock that had long been referred to as one so narrowly held that speculative activity in it on a large scale would not be feasible. Its advance to above 150 was accomplished on a relatively small volume of transactions. There is now a big Wall Street speculation in the stock above 160, and the transactions are exceeding 100,000 shares a They amounted yesterday to more than 110,000 shares. People who generally are well informed on Vanderbilt properties do appear still to be buying New York Cen-tral very confidently. Those sceptically inclined merely suggest that the stock must be coming from somewhere.

On transactions of but 400 shares Lackawanna advanced 23 points yesterday to 400, the highest price at which it has ever sold, and dropped back 10 points to 390, where it

In reactionary markets the Steel stocks show superior resistance.

The Street once more is flooded with bullish information on Union Pacific. bull following in the stock, it is said, has been

bull following in the stock, it is said, has been tired out, besides which a considerable short interest has been created.

Joseph H. Hoadley, who somehow failed to bring about a merger of various Southern coal and iron properties, is understood now to be at the head of a poel-backing Daniel J. Sully in a bull campaign that has just begun in cotton. Mr. Hoadley, it will be remembered, was associated with Sully at a crucial period of the latter's cotton campaign two years ago. Their present relations are being rather freely advertised, especially in the South, where there is supposed to exist a large contract short interest in cotton. The dimensions of the pool are not stated speci-

floally; it is intimmed, however, that Mr. Hoadley has large banking resources. The announcement of these facts late yesterday afternoon was accompanied by the prediction that there would be some pyrotechnics in cotton this morning.

MONEY AND EXCHANGE.

Money on call, 21/402% per cent.: last loan, 23/4 per cent. ruling price, 23/4 per cent. Time money quoted at 3603/5 per cent. for sixty days to six months and 31/403/4 per cent. for seven to ten months. Commercial psper is quoted at 34/40 per cent. for prime single names and bills receivable; other names,

is quoted at 3½ 24 per cent. for prime single names and bills receivable: other names, 4½ 35 per cent.

The foreign exchange market developed nothing of special interest to-day, the only change noted being a further decline of 5 points in sterling. Posted rates were quoted at 48.85½ for long bills 48.87½ for short. Actual rates: Long bills, \$4.875% for short. Actual rates: Long bills, \$4.875% and cable transfers, \$4.8710. Francs were quoted at 5.18½ for long and 5.17½ plus 1-32 for short. Reichsmarks were quoted at 40 1-16 for short. Guilders were quoted at 40 1-16 for long and 40½ plus 1-18 for short.

Domestic exchange on New York: Boston

for long and 40% plus 1-16 for short.

Domestic exchange on New York: Boston—20c. discount. Chicago—20c. discount. Charleston—Banks, buying, par; selling, 1-10c. premium. Cincinnati—18c. premium. Montreal—31% c. discount. New Orleans—Commercial, 26c. discount; banks, par. 8t. Paul—40c. premium. Minneapolis 80c. premium. Louisville—25c. premium. San Francisco—90c. premium. St. Louis—10c. premium. Money in London 24 per cant. Bata of clsco—900. premium. St. Louis—100. premium. Money in London, 2½ per cent. Rate of discount in open market for short and three months bills, 2½/m2½ per cent. Consols for money closed at 01 9-18 and for the account at 91 11-18. Paris advices quote 3 per cents. at 100 francs 42½ centimes. The private rate of discount is 17-18 per cent. Exchange on London, 25 francs 19 centimes. Berlin advices quote exchange on London 20 marks 46½ pfgs. The private rate of discount is 2½ per cent.

New York Clearing House statement: Ex-

2½ per cent.

New York Clearing House statement: Exchanges, \$411,056,653; balances, \$8,459,150; Sub-Treasury credit balance, \$163,459.

Commercial price of bar silver in New York, \$8½.6. Bar silver in London closed at 27d. Mexican silver dollars were quoted at 45c.

TROUBLE SEEKER'S FATAL FALL. Woman Says Street Cleaning Foreman

Knocked Discharged Man Bown. Robert Knowles of 429 Second avenue, an assistant foreman employed by Street Cleaning Contractor William J. Bradley, was arrested yesterday on a charge of causing the death of a discharged street

cleaner known as Callahan. Knowles says that he discharged Callahan yesterday morning for drunkenness, and that about 1 o'clock P. M. when the gang was near Second avenue in Twenty-fifth street, Callahan came back and threatened him. Knowles says that he pushed Callahan away and that Callahan fell and broke

his neck.
Eugene Murtha and Albert McCarthy,
members of the gang, say Callahan was
"looking for trouble." Mrs. Mary Phillips
told the police that she saw Knowles knock Callahan down twice.

Knowles was held without bail pending

an autopsy. MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAT. Sun rises....6:13 Sun sets....6:06 Moon sets....1:57 HIGE WATER THIS DAT. Sandy Hook. 1:37 Gov. I'd 2:09 Hell Gate. . . 4:01

Arrived-Tusspay, March 14. Arrived — Tuesdat, March 14.

Sa Cretic, Genoa, Feb. 25.

Sa Citta di M'essina, Messina, Feb. 13.

Sa Neustria, Marscilles, Feb. 18.

Sa Morro Castle, Havana, March 11.

Sa Wolf, Punta Arenae, Jan. 20.

Sa Alice, Nipe Bay, Cuba, March 13.

Sa Vincenzo Florio, Patermo, Feb. 27.

Sa Kirklee, Shields, Feb. 28.

Sa Murcia, Huelva, Feb. 24.

Sa Oneida, Philadelphia, March 13.

Bark E. B. Sulion, Hong Kong, Nov. 14.

Bark Euphard, Montevideo, Jan. 16.

Bark White Wings, Santa Cruz, Peb. 20.

ARRIVED OUT. Ss Kroonland, from New York at Antwerp. Ss Kalser Wilhelm der Grosse, from New York at

SAILED FROM FOREIGN PORTS

	Ss Princess Irene, from Gibraltar for Ss Valdiva, from Hayti for New York.	New York				
	OUTGOING STRAMSHIPS. Sall To-day.					
1	Mails Close.	Vessels Sail.				
	Oceanic, Liverpool	12 00 M 12 00 M 2 00 P M 10 00 M 1 00 P M 3 00 P M 1 00 P M 2 00 M				
	Monroe, Norfolk	3 00 P M				
	La Touraine. Havre	10 00 A M 10 00 A M 12 00 M 3 00 P M 2 00 P M 3 00 P M 3 00 P M 3 00 P M				
	Sail Friday, March 17. Orizaba, Nassau	8 00 P M 3 00 P M 8 00 P M 8 00 P M				

1	Sabine, Brunswick 300 F Princess Anne, Norfolk 800 F	
1	INCOMING STEAMSHIPS.	
J	Due To-day.	
	Phœnicia. Hamburg Feb. Ethiopia. Glasgow. March Germania Napies March Idaho. Huil Feb. Yeddo Shields Feb. Prinz Oskar Napies Feb. Finiand. Antwerp March Armenian Liverpool March Proteus New Orleans March Noordam Rotterdam March	2017
	Kronprinz Wilhelm Bremen March Main Bremen March Citta di Milano Naples Feb. Ultonia. Gibrattar March Denver Galveston March Sarnia. Kingston March Sabine Brunswick March Patricta Hamburg March St Andrew Antwerp March	2
	Cearense Para March Segurança Colon March El Alba Galveston March Apache Jacksonville March Due To-morrow.	1
	Neckar. Naples March Liguria. Naples March Pretoria Havana. March Iroquois. Jacksonville. March Due Friday. March 17.	,
	La Savole	
	Slavonia	

Havana Christiansand... Hayt! Hamburg Due Saturday, March 18. Minnetonka.
Wearnide
City of Washington. March 1 March 1 March 1 March 1 March 1 March 1 Southampton. London. Rotterdam... Due Sunday, March 19. Liverpool ...

PROPOSALS.

OFFICE OF THE DEPARTMENT OF PARES,
ARSENAL BUILDING, FIFTH AVENUE AND
SIXTY-POURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.
SEALED BIDS OR ESTIMATES WILL BE
received by the Park Board at the above office of
the Department of Parks until 3 o'clock P. M., on
THURSDAY, MARCH 23, 1906.
No. 1.—FOR FURNISHING AND DELIVERING
MOULD.
No. 2.—FOR FURNISHING AND DELIVERING
MOULD.
No. 2.—FOR FURNISHING AND DELIVERING
NO. 2.—FOR FURNISHING AND DELIVERING

MOULD.
No. 2.—FOR FURNISHING AND DELIVERING OLD WELL-RUTTED HORSE MANURE WHERE REQUIRED ON CENTRAL PARK.
No. 8.—FOR FURNISHING AND DELIVERING LUMBER.
No. 4.—FOR FURNISHING AND DELIVERING MASON'S SUPPLIES.
No. 5.—FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES. NO. 5.—FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES.
NO. 6.—FOR FURNISHING AND DELIVERING WHEELWRIGHTS' SUPPLIES.
NO. 7.—FOR FURNISHING AND DELIVERING GYMNASIUM AND PLAYGROUND SUPPLIES.
For full particulars see City Record.
JOHN J. PALLAS, President:
HENRY C. SCHRADER,
MICHAEL J. KENNEDY.
Commissioners.
New York, March 10, 1905.

ELECTIONS AND MEETINGS.

Louisville & Nashville Railroad Co.

NOTICE TO STOCKHOLDERS.

Louisville, Keetucky, Ich. 20, 1995.

To the Stockholders of the Louisville & Nashville Railroad Company.

Pursuant to a resolution sdopted by the Board of Directors of the Louisville & Nashville Railroad Company on the 16th day of February, 1806, a meeting of the stockholders of said Company is hereby called to be held at the Company's office, Main and Second Streets. In the City of Louisville, State of Nentucky, on Tucaday, the 28th day of March. 1805, as 10 o'clock A. M. on that day, to consider and if approved, to assent to the execution by said Company of a mortgage on certain railroads, track age tachs, terminal properties and bridges of said Company which form a continuous line of railroad attending from Cleinnati, Ohlo, by way of Knozville. Tennessee, to Atlanta. Georgia, and now known as the Atlanta, Knoxville & Cincinnati Division of said Railroad Company, to secure an issue of bonds not to exceed in the aggregate Fifty Million Dollars; and also to consider and, if approved, to assent to the purchase by the Louisville & Nashville Railroad Company of all the railroads, properties, rights, privileges and franchises of the South & North Alabama Railroad Company, in accordance with the terms and conditions of a proposition schmitted by the Board of Directors of that Company on January 21, 1905, and for the transaction of such other business as may be brought before said meeting.

The stock transfer books of the Company will be noted on Thursday, the 18th day of March, 1905, at 10 o'clock A. M. By order of the Board of Directors.

J. H. Ellis, Secretary.

By order of the Board of Directors.

J. H. ELLIS, Secretary.

United States Steek Corporation.

NOTICE OF FOURTH ANNUAL MEETING.

Notice is hereby given that the Pourth Annual Meeting of the stockholders of the United States Steel Corporation will be held at the principal office of the Corporation, at the building of the Hudson Trust Company, No. is Newark Street, in the City of Hoboken, County of Hudson, New Jersey, on Monday, the seventeenth day of April, 1808, at 12 o clock hoon, for the transaction of any and all fusiness that may come before the meeting, including considering and voting upon the approval of the by-laws as amended; considering and voting upon the approval and ratification of all purchases, contracts, acts, by-laws, proceedings, elections, and appointments by the Board of Directors or the Finance Committee since the third annual meeting of the stockholders of the Corporation on April 18, 1804, as set forth in the Third Annual Report to Stockholders and in the minutes of the Board of Directors, witch until the meeting will be open to examination by stockholders of record during business hours at the New York office of the Corporation, 71 Broadway; the election of eight directors to hald office for three years; and the election of independent auditors to audit the books and accounts of the Corporation at the close of the fiscal year.

The stock transfer books will be closed at the close of business on Friday, the 17th day of March, 1805, and will be reopened at 10 c'clock in the morning of Tuesday, April 18, 1806.

By order of the Board of Directors.

RICHARD TRIMBLE, Secretary.

Hoboken, New Jersey, February 28, 1806.

BOND & MORTGAGE GUARANTEE CO.

At the annual election for Directors of this Company, held this day, the following named gentlemes were duly elected Directors for the ensuing year;
Charles S. Brown,
Wesley C. Bush,
Julien T. Davies,
Wülliam L. Dowling,
Charles R. Henderson,
Benjamin D. Hicks,
Wülliam M. Ingraham,
William Lummis,
James D. Lynch,
Banald M.

At the annual election for Directors of this Company
Alexander E. Orr.

Yrederick Potter,
Jacob H. Schill,
John W. Sterling,
Ellis D. Williams,
James M. Wentz,
William B. Isham,
Martin Joost,

pan's, field display, the following named generalized were duly elected Directors for the ensuing year:

Charles S. Brown,
Wesley C. Buah,
Julien T. Davies,
John W. Sterling,
John W. Belling,
John W. John W. W. John W.

SOUTHERN PACIFIC COMPANY.

New York, March 3, 1905.

The Annual Meeting of the Stockholders of the Southern Pacific Company for the purpose of electing directors of said Company and for the transaction of any other business which may come before the meeting, will be held at the office of the Company, Beechmont, Jefferson County, Kentucky, at It A. M., standard time, on Wednesday, the 5th day of April, 1906.

The books for transfer of stock will be closed for the purposes of the meeting at 3 o'clock P. M., March 13, 1905.

ALEX. MILLAR. Clerk.

United States Steel Corporation.
For the purposes of the Annual Meeting of stock-holders to be held Apr. 17, 1965, the stock transfer books will close 3 P. M., Mar. 17, and reopen at 10 A. M., Apr. 18.
By order of the Board of Directors.
RICHARD TRIMBLE, Secretary.

DIVIDENDS AND INTEREST.

ST. LOUIS AND SAN FRANCISCO BAILBOAD
COMPANY.
St. Louis, Mo., March 1, 1905.
The regular quarterly dividend (No. 14) of \$1.00
per share of The Kansas City, Fort Scott and Memphis Railway Company preferred stock, represented by stock trust certificates of this Company, issued and outstanding, of record on March 17th, 1906, will be paid on April 1st, 1905.
For the purpose of such payment the transfer books for said Preferred Stock Trust Certificates will be closed at the close of business on March 17th, 1905, and will be reopened at opening of business on April 3d, 1905.
Checks will be mailed by The Mercantile Trust Company of New York.
FRANK H. HAMILTON, Treasurer.

AMERICAN CAN COMPANY.

A quarterly dividend of ONE AND ONE-QUARTER PER CENT. has this day been declared on the Preferred Stock of this Company, payable on April 1st, 1905, to stockholders of record at the close of business March 20th.

For the payment of this dividend and for the purpose of the annual meeting of stockholders, the transfer books both as to the Preferred and Common Stocks will be closed from March 21st to April 25th, both days inclusive.

Dividend checks will be mailed.

R. H. ISMON, Secretary.

February 27th, 1905.

February 27th, 1905.

Office of
Virginia-Carolina Chemical Company.
Richmond. Virginia, March 14, 1905.
The board of directors have this day declared a dividend of TWO 12% PFR CENT.. the same being quarterly dividend Number 38 on the outstanding Preferred Stock of this Coupany, payable April 15, 1905. when dividend checks will be mailed to all preferred stockholders of record at the close of business on March 31.
The books for the transfer of preferred stock will-be closed at 3 P. M. Friday, March 31st, until 10 A. M. Monday, April 17, 1905.
S. W. TRAVERS. Treasurer.

MANHATTAN RAILWAY COMPANY, MANHATTAN RAILWAY COMPANY,
Interborough Rapid Transit Company, Lessee.
Eighty-fourth Quarterly Dividend.
No. 196 Broadway, New York, March 14th, 1905.
The guaranteed quarterly dividend of one and
three-quarters per cent, on the capital stock of
the Manhattan Railway Company will be paid on
and after April 1st, 1905, to stockholders of recore
at the closing of the transfer books on Friday,
March 17th, at 3 o'clock P. M. The transfer books
will be reopened on Thursday, March 30th; at 10
o'clock A. M.

D. W. McWILLIAMS, Treasurer.

NATIONAL LICORICE COMPANY.
A quarterly dividend of 114% on the Preferred Stock of this Company has this day been declared payable on March 31st next to all Preferred Stockholders of record on March 27th. The transfer books of the Company will close at 3:00 P. M., March 27th, reopening at 10:00 A. M., April 1st, 1905. NATIONAL LICORICE COMPANY. March 14th, 1905.

OFFICE OF THE UNITED GAS IMPROVEMENT COMPANY, N. W. corner Broad and Archistreets, Philadelphia, Pa., March 8, 1908.
The Directors pave this day declared a quarterly dividend of two per cent. (one dollar per share), payable April 15, 1906, to stockholders of record at the close of business March 31, 1908. Checks will be mailed.

LEWIS LILLIE, Treasurer. LEWIS LILLIE, Treasurer.

AMERICAN BEET SUGAR COMPANT
Preferred Stock Dividend No. 23.

A Regular Quarterly Dividend (No. 25) of One
and One-Half per cent on the Preferred Stock
of this Company, has been declared, payable on
April 1st, 1905, to Stockholders of record, at the
close of husiness, March 18th, 1905.

Cheques will be mailed.

J. E. TUCKER, Treasurer.

PUBLIC NOTICES.

POSTPONEMENT of sale of lots on Hot Springs Reservation. Hot Springs. Arkansas. March 11. 1965. Pursuant to instructions from the Secre-tary of the interior, notice is hereby given that the sale of Government Lots on Hot Springs Reser-vation, at Hot-Springs, Arkansas. Advertised to take place March 21, 1905. a indefinitely postponed. Harry H. Meyers. Register; John E. Bush. Re-ceiver. Approved: E. A. HITCHCOCK, Secretary. NANTED FOR ARMY—Able bodied unmarried men between ages of 21 and 35; eithers of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer 2 Third av. 2300 Third av., 705 Sixth av., 2306 8th av., N. Y., or 303 Fulten st., Brooklyn.

PROPOSALS.

GOVERNOR'S ISLAND, N. Y. H., March 15, 1908.—Scaled proposals, in triplicate, for furnishing Fuel, Forage and Straw required in Dept. of the East, during year ending June 30, 1906, will be received here until 12 M. April 14, 1905. U. S. reserves the right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals will be endorsed "Proposals for Fuel, Forage and Straw, at...." JNO, W. PULLMAN, A. Q. M. G.

DEPARTMENT OF DOCKS AND FERRIES The City of New York.

Sealed hids or estimates for repairing asphatt avenuent (879) will be received by the Commissioner of Docks at Pier "A", Battery Place, until 2 o'clock. M., March 24, 1905. (For particulars see City Jecord.)

DEPARTMENT OF DOCKS AND FERRIES.

The City of New York.

Sealed bids or estimates for extending Pier 32
East River (898), will be received by the Commissioner of Docks at Pier "A," Battery Place, until 2 o'clock P. M., March 27, 1905. (For particulars see City Record.)

OCEAN STEAMERS.

PLYMOUTH—CHURROURG—SOUTHAMPTON.
Sailing Saturdays, 230 A. M., Pier 18, N. R.
New York. Mar. 16 | Philadelphia. Apr. 1
St. Louis. Mar. 26 | R. Paul. Apr. 8

NEW YORK -- LONDON DIRECT, Pier 39, N. R. MINNEHAHA Mar. 18, 320 P. M. MINNETONKA Mar. 28, 9 A. M. MINNETONKA Apr. 1, 9 A. M. MANITOU Apr. 1, 9 A. M. MESABA Apr. 8, 9 A. M. RED STAR LINE. NEW YORK—ANTWERP—LONDON—PA Calling at Dover for London and Paris Salling Saturdays at 1029 A. M., Pieria, N. Finland Mar. 18 Kronland Vaderland Mar. 25 Zeeland

Vaderland Mar. 28 Zeeland Apr. 8

WHITE STAR LIME

NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays, Pier 48, N. R.
Oceanic Mar. 18, noon Baltic Mar. 29, 1 P. M.
Cedric Mar. 22, 6:30 A. M. Teutonic Apr. 5, 10 A.M.
NEW YORK AND HOSTON DIRECT
TO MEDITERRANEAN AZORES.
Gibraltar, Naples Genoa, Alexandria.
FROM NEW YORK

CRETIC Mar. 18, noon ADMANIC July 6

FROM NEW YORK

CANOPIC APT. 18, noon ROMANIC July 6

FROM NEW YORK

CANOPIC APT. 18, noon ROMANIC July 6

FROM NEW YORK

CANOPIC APT. 18, noon ROMANIC July 6

FROM NEW YORK

CANOPIC APT. 23, 12:30 P. M.; June 3, Aug. 19

Passenger offices, 9 Frondway.

Preight offices, Whitchall Bldg. Battery Place.

Hamburg-American. Plymouth-Cherbourg-Hamburg. 8. S. Deutschland. Sails April 27, May 25, June 22.

Patricla, Mar. 25, 2 AM (* Molike ... Apl. 20, 16 AM Pretoria ... Apl. 1, 3 PM | Baigravia Apl. 22, 730 AM Waldersec, Apl. 5, 7 AM | Definentiand, Ap. 27, noen | Bluecher, Apl. 12, 10 AM | Pennsyl'a, Apr. 29, 2 PM | Grill roben, "Gymnasium on board, 'Via Dover for London & Paris to Hamburg. ; Direct.

New York-Naples-Genea.

To AZORES, MADEIRA, Canary Islands, Spain,
Algeria, Sicily and Italy.
FROM N.Y. APRIL 4. '05.
DURATION 28 BAYS.—Cost 890 and Up.
BY THE PALATIAL S. Steamer vontinues from GENOA to DOYER &
HAMBURG via many interesting points. Through
rates quoted on application.
Offices. 38 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
Kronprins Mar, 21, 6 Am | Kronprins May 2, 5 Am
Kaiser ... April 4, 10 Am | Kaiser ... May 9, 10 Am
K.Wm.II. April 18, 5 Am | E.Wm, II. May 16, 1 Pm
OELRICHS & CO., 5 Broadway. N. Y.

CUNARD LINE.

To Liverpool via Queenstown. From Piers 51-52 North River. Umbria. Mar. 18, 2 P. M. Campania. Apr. S, 8 A. M. Lucania. Mar. 25, 9 A. M. Caronia. Apr. 5, 1 P. M. Lucania. Apr. 15, 1 P. M. Lucania. Apr. 23, 8 A. M. Saloon rates from New York, 500 Second cabin, \$42.50 and up, according to steamer and accommodation. GIBRALTAR—NAPLES—ADRIATIC.

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.

R. M. S. Tartar...Mar. 6 R. M. S. Athenian.Apr. 17 Empress of India.Mar.20 Empress of China..May 1 Empress of Japan.Apr.10 Empress - 1 India.May 22 For Fiji, Hawalian Islands, Australia and New Zealand.

Aorangi....... Mar. 31 | Mlowers....... April 28
For rates and information apply at 458 & 1 B'way. OLD DOMINION LINE.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D., C., and entire South and West.

Freight and passenger steamers sall from Pier 56, N. R., foot Beach st., every week day at 8 P. M. H. B. Walker, Vice-President and Traffic Manager. **HOLLAND-AMERICA LINE**

New Feat S.S. "CALEDONIA," (9.400 tons.) Specially Chartered July 151. Sassup.
Exceptional advantages. Attractive sidestrips.
Frank C. Clark, FIB Broadway. Yew York.

EXCURSIONS.

LOW RATES TO

CRAND CAÑON

Tickets allow stop-over privileges. Tickets allow stop-over privileges.

Parties will leave. New York and Eastern cities in the spring and include the Grand Cafon, the most stupendous hatural wonder in the world, Riverside, Redlands, San Diego, Pasadena, Los Angeles, Santa Barbara, Santa Cruz, Monterey, Jan Jose, Santa Barbara, Santa Cruz, Monterey, Jan Jose, San Rafsel, San Francisco, etc. There is a choice of return routes, with opportunities to visit the Yosemite Valley the Cafons and Gorges of Colorado, Alaska, the Canadian Rockies, Yellowstone Park, Lewis and Cark Exposition, etc. Business men and their families and ladies can see all important points without waste of time, traveling fuxuriously under escort the entire round trip, and being relieved of every care. Passengers who desire can make the outward journey, including the Cafon, remaining with party to arrival in California, with a railway ticket only returning by choice of routes.

OTHER TOURS To Europe, Alaska, Yellowstone Park, Eastern Resorts, Japan, Around the World, Hawaii, etc. Railroad and Steamship Tickets everywhere Send for book, mentioning information desired

RAYMOND & WHITCOMB CO. New York: 25 Union Sq., Philadelphia, Boston, Plitsburg, Chicago., etc.

FLORIDA IN MARCH 'A LAND OF BLOSSOM"

Personally Conducted Tours or Special Low Rate Treats Weekly.
Send for Bookiet containing complete information as to routes and rates, hotels and dates, etc., addressing THOS. H. HENDRICKSON TOURS.
243 Fulton St., jct. Washington St. Brooklyn, N. Y. STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND. PALL RIVER LINE, via Newport and Fall River. Leave Pier 18, N. R., foot of Warren st., week-days only at 5:00 P. M. Steamers FRIS-CILI.A and PILGRIM. Orchestra on each. NORWICH LINE, via New London. Leave Pier 40, N. R., foot Clarkson St., week-days only, at 6:00 P. M. Steamers CITY OF LOWELL and NEW HAMPSHIRE. Pier 40, N. R., foot Clarkson St., week-days only, at 6:00 P. M. Steamers CITY OF LOWELL and NEW HAMPSHIRE.

NEW HAVEN LINE, for New Haven, Hartford. Springfield and the North. Leave Pier 20, E. R., Poot Peck Silp, week-days only, at 4:00 P. M. Steamer RICHARD PECK.

RAILBOADS.

LEHICH VALLEY.

Poot of West 23d A. Cortlandt and Teabrosses Sta. S. * Daily * Except Sunday. Eunday changes? \$7.50. dl. 15. e7.45. ns. 23. x. 44. dl. 15. e7.45. ns. 23. x. 44. dl. 15. e7.45. ns. 24. x. 45. dl. 16. ns. 25. dl. 16. ns. 26. ns. 26. dl. 16. ns. 26. ns. 26. ns. 26. dl. 16. ns. 26. THE SUFFALO TRAIN ... "7 55 PM, "9 00 PM
Tickets and Fullman accommonations at 148, 261, 189, 583, 124 and 18th Broadway, 187 5th Ave. 15 Union Sq. West, 245 Columbus Ave. N T, 356 & 566 Fullon St., 4 Court St., 580 Areadway, & Ft. Fullon St., 1 Frockly St., N Transfer Co. will call for and check baggage.

Lackawanna Railroad

Leaves New York, foot Barclay and Christopher sts. 18:06 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Binghamton and St. Louis.

11:40 P. M.—For Buffalo and Chicago

14:40 P. M.—For Buffalo and Chicago

18:10 P. M.—For Euffalo and Chicago.

18:10 P. M.—For Huffalo, Syracuse, Utica.

2:200 A. M.—For Chicago—Steppers open at 9 P. M.

Tickets, 140, 422, 1183, 1484 Brondway, N. Y.; 359

Fulton st., Brooklyn. *Daily. (Except Sunday.

BATE BOADS

RAILROAD.

THE ONLY FOUR-TRACK LINE LEADING OUT OF NEW TORK.

STATIONS POOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five misutes later than that given below for Twenty-third Street Station.

*7.25 A. M. CHICAGO, SPECIAL.

*9.25 A. M. ST. LOUIS LIMITED.

22 ROUTS to Chicago.

*1.55 P. M. CHICAGO LIMITED.

*1.55 P. M. CHICAGO LIMITED.

*4.55 P. M. CHICAGO & ST. LOUIS EXPRESS.

*5.55 P. M. WESTERN EXPRESS.

*5.55 P. M. WESTERN EXPRESS.

*5.55 P. M. WESTERN EXPRESS.

*5.55 P. M. POLIFIC EXPRESS.

*5.55 P. M. CLEVELAND & OINCINNATI EXP.

*9.55 P. M. CLEVELAND & OINCINNATI EXP.

*9.55 P. M. PITTNBURG SPECIAL.

WASHINGTON AND THE SOUTH.

*7.55, 8:25, *2.52, *8.55, *1.05s, a. m., *12.56, *2.10 (*8.25)

D. m., 12:10 night. Sunday, 8:23, *225, *12.56, *226, *225, *12.56, *226, *225, *12.56, *226, *225, *12.56, *226, *225, *12.56, *225, *12.56, *226, *12.56, *225, *12.56, *12.5

dally. "Seaboard Florida Limited," 12:00 p. m. dally. NORFOLK & WESTERN BAILWAY.-8:25 p. m.

Gally.

NORFOLK & WESTERN RAILWAY.—2:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days, 4:35 p. m. daily.

FOR OLD FOINT COMFORT and NORFOLK.—7:55 a. m. week-days, 8:25 p. m. daily.

TLANTIC CITY.—2:56 a. m. and 2:55 p. m. week-days. Sundays. *7:55 a. m. and 2:55 p. m. week-days. Sundays. *7:55 a. m. claye MAY.—1:25 p. m. week-days.

LONG BRANCH. ASBURY PARK (North Asbury Park Sundays) and Point Pleasant, 8:55 a. m. 12:25, 8:25, 4:56 p. m. and 12:10 night week-days. Sundays. 42:10, 9:25, 8:10, 9:25, *10:25, *10:55

6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) p. m., 12:30 night.

*Dining oar. *Histra fare train.

Ticket offices, Nos. 461, 1554, 113 and 261 Broadway. 182 Pitth avenue (below 23d et.); 263 Fifth avenue (corner 29th st.); 1 Astor House, and stations named above Broodlyn, 4 Couri Street, 800 Fulton Street, 300 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "343 Chelsea" for Pennsylvania Railroad Cab Service. ab Service.
W. ATTERBURY.
General Manager.
GPO. W. BOYD.
General Passenger Agent.

"America's Greatest Railroad." NEWYORK & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE. Direct Route from New York & Boston to Niagara Falls.

North and west bound trains, except those leaving at 8:30 A. M., 248, 8:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS.

8:30 A. M.—FRAT MAIL—21 bours to Chicago.

10:20 A. M.—BAFF MAIL—21 bours to Chicago.

10:20 A. M.—BAFF MAIL—21 bours to Chicago.

12:50 P. M.—BUFFALO. LIMITED.

1:90 P. M.—SOUTHWESTERN LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED—2:45 P. M.—The 20th CENTURY LIMITED—2:50 P. M.—BUFFALO. LIMITED—2:50 P. M.—MICHIGAGO. AND TROY FLYER.

4:90 P. M.—MICHIGAN CENTRAL EXPRESS.

5:30 P. M.—LAKE SHORE LIMITED—2:34-bour train to Chicago. All Pullman cars.

LOUIS, DETROIT and CHICAGO LIMITED.

6:90 P. M.—WESTERN EXPRESS.

7:90 P. M.—MONTREAL EXPRESS.

7:90 P. M.—MONTREAL EXPRESS.

7:90 P. M.—BUFFALO. NIAGARA FALLS.

8:90 P. M.—BUFFALO. NIAGARA FALLS.

8:90 P. M.—WESTERN N. Y. and CHICAGO EX.

11:30 P. M.—CHICAGO and ST. LOUIS EXPRESS.

"Daily. Except Sunday. Except Monday.

19:06 A. M. and 3:35 P. M. daily. except Sundays, to Fitzfield and North Adams. Sundays at 9:20 A. M.

Pullman cars on all through trains.

Trains 'fluintinated with Plotsch light.

to Phtafield and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains. Trains fluintinated with Phitsch Hght.

Trains fluintinated with Phitsch Hght.

Treket offices at 149, 261, 415 and 1216 Broadway, 150 Union Sq. W. 275 Columbus av. 275 West 125th st., Grand Central and 125th st. stations. New York: 385 and 726 Fulton st. and 106 Broadway, Brooklyn. Telephone "900 28th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

A. H. SMITH. GEORGE H. DANIELS.

Gen'l Mannger.

WEST SHORE R. R.

(New York Central & Hudson River R. R. Lessee.)
Trains leave Franklin st. station. New York, as follows and 15 minutes later foot West 42d sp. N. R. 1:00 P. M. - Chicego Express.
2:25 P. M. - Con. Lim. for Detroit, Chi. & St. Louis.
2:25 P. M. - For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M. - For Roch., Buffalo, Detroit & St. Louis.
2:45 P. M. - For Syra., Roch. Nia. Falls, Det. & Chi.
2:56 P. M. - For Syra., Roch. Nia. Falls, Det. & Chi.
2:56 P. M. - For Syra., Roch. Nia. Falls, Det. & Chi.
3:56 P. M. - For Syra., Roch. Nia. Falls, Det. & Chi.
3:56 P. M. - For Syra., Roch. Nia. Falls, Det. & Chi.
4:57 Pally. 10:10 Pass'r Agent.
3:57 Pally. 10:10 Pass'r Agent.
3:58 P. LAMBERT.
4:58 P. Manager.
5:58 P. LAMBERT.
5:58 P. LaMBERT.
5:58 P. LaMBERT.
6:58 P. LaMBERT.

NEW YORK, NEW HAVEN & HARTFORD R.R. NEW YORK, NEW HAVEN & HARTFORD R. R.

Trains depart from Grand Central Station, 42d
st., and 4th av., as follows, for
BOSTON, via New London and Providence—74:50.
f:18:09.0, *gii00.2 A. M., fillinon, *xii108. *xii500.
f:18:00.0, *(fi.501. *sii200 P. M.
BOSTON, via Willimantic—1*8:00 A. M., 12:00 P. M.
BOSTON, via Willimantic—1*8:00 A. M., 12:00. *14:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *14:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *14:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *14:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *16:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *16:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *16:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *16:00.
11:00 P. M.
BOSTON, via Spring@eld—10:00 A. M., 12:00. *16:00.
11:00 P. M.
BOSTON, via Willimantic
BEAT BARKINGTON, NTOCKBRIDGE, LENOX,
PITTSFIPLID—14:50, A. M., 13:31 P. M.
WATERBI-RY and WINNTED—14:50, 46:00. *19:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 11:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 11:00.
11:00 P. M.
WATERBI-RY and WINNTED—14:50, 46:00. *19:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 11:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 11:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 13:00.
11:00 P. M., 13:00 A. M., 13:31 P. M., 13:00 P. M.
11:00 P. M., 13:31 P. M., 13:30 P. M., 13:30 A. M., 13:31 P. M., 13:31 P. M.
11:00 P. M., 13:31 P. M., 13:31 P. M., 13:30 A. M., 13:31 P. M., 13:31 P. M., 13:31 P. M., 13:31 P. M., 13:30 A. M., 13:31 P. M., 13:30 P. M., 13:31 P. M., 13:31 P. M., 13:31 P. M., 13:31 P. M., 13:3

READING SYSTEM.

NEW JERSEY CENTRAL R. R.
Liberty Streef and South Ferry (time from South
Ferry five minutes earlier than shown below).
EASTON, BETHLEHEW, ALLENTOWN AND
MAUCH CHUNK—24,90 (7:15 Easton only), 9:10
a. m., 1:20, 4:40, 5:30 [6:45 Easton only) p. Sundays, 24:30 a. m., 1:30, 5:30 p. m.
WILKESBARRE AND SCRANTON—24:00,
9:10 a. m. 5:30 p. m. Sundays, 24:30 a. m., 1 p. m. WILAESBARRE AND SCHAARION EASO,
0.10 a. m., 500 p. m. Sundays, 24:30 a. m., 1 p. m.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:30, "9.40 a. m., 21:30 (3:48,
4:10. Lakewood and Lakehurst only), a5:00, x6:06
p. m. Sundays, 0:40 a. m.,
TLANTIC CITY.—9:40 a. m., 12:40 p. m.
VINELAND AND BRIDGETON—2:4:00 a. m.,
3:40 p. m.

VINELAND AND BRIDGETON—2(4:00 a.m., 3:40 p.m., 4:40 p.m., 4.60 NG BRANCH, ASBURT PARK, OCEAN HOROS BROKE POINTS—24:00, 8:30, 11:30 a.m., x1:20, 4:45, 5:30, 5:30, 11:30 p.m., SUNDAY, except Ocean Grove, 9:00 a.m., 4:00, 8:30 p.m., 21:20, 4:45, 5:30, 5:30, 11:30 p.m., 5:30, 8:30, 11:30 a.m., 13:0, 4:30 p.m., 4:30 p.m., 4:30 p.m., 4:30 p.m., 4:30 p.m., 5:30, 8:30, 11:30 a.m., 1:30, 4:30 d.m., 4:30 p.m., 5:30, 8:30, 11:30 a.m., 1:30, 4:30 d.m., 4:30 p.m., 5:30 a.m., 1:30, 4:30 p.m., 5:30 p.m., 5:30, 8:30, 1:30, 1:30 p.m., 5:30 p.m., 1:30, 1:30 p.m., 1:30 p.m. p. m., 12:15 mdt. BALTIMORE AND WASHINGTON-8:00, *10:00. BAILTIMORE AND WASHINGTON -8:00, "10:00, 12:00, 2:20, "4:00, "6:00, "7:00, "12:15.

READING, HARRIENBURG, POTTSVILLE AND WILLIAMSPORT -|4:00, 2:425, 18:20, |19:10 (10:00, 11:00 a. m., Reading only), |\$1:00, \$1:20, 12:00 p. m., Reading, Pottsville, Hardsburg only 14:00 15:00 p. m.

EFrom Liberty Street only Daily 1Daily, except Sunday, \$5 unday only 1Patior cars only, |Via Tamaqua, xSaturdays, afxeept Saturdays, Offices, Liberty St. Errzy, South Ferry 6 Astor House, 281, 434, 1300, 1354 ifroadway, 182, 281 5th Av., 25 Union Square West, 153 East 125th St., 273 West 125th St., 246 Columbus Av., New York; 1 Court St., 844, 850 Pution St., Brooking, 350 Broadway, Villiamsburg, New York Transfer Co, calls for and checks bargage to destination.

W. G. BESLER, C. M., BURT, Vice-Pres, and Gen. Mgr., Gen. Pass'r Agent

BALTIMORE & OHIO RAILROAD.

To Ballimorie and Washington
Leave South Ferry & minutes carlier.
Lv. Liberty street, 8a.m. Except San.
10:00 a.m. Daily. Buffet,
10:00 a.m. Daily. Buffet,
10:00 noon Daily. Diner.
12:00 noon Daily. Diner.
12:00 p.m. Daily. Buffet,
10:00 p.m. Daily. Bu

(Should be read DALLY by all interested, as changes may occur at any time.) Foreign mails for the week ending March 1a, 1905, will close (PROMPTLY in all cases) as the General Post Office as follows: REGISTERED AND PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post mails for Germany close at 5 P. M., March 20, per steamship Kronprins Wilhelm.

POST OFFICE.

Regular and Supplementary mails close at For-eign Station (corner of West and Morton Streets) half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANBIC MAILS.

WEDNESDAY (16).—At \$320 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Cocasulo, via Queenstown and Liverpool; st \$39 A. M. for ITALY direct, per steamship Nord America (mail must be directed "per steamship Nord America (mail must be directed "per steamship Nord America"); at 11 A. M. for NORWAY PARCELS. POST MAILS, per steamship Docar II. (regular mail for Deumark must be directed "per steamship Oscar II.").

THURSDAY (16).—At 7 A. M. for FRANCE, SWITZ-ERLAND, ITALY, SPAIN, PORTUGAL TUEREY, EGYPT, GREECE and BRITISH INITA, per steamship La Touraine, via Havre (mail for other parts of Europe must be directed "per steamship La Touraine").

SATURDAY (18).—At 6 A. M. for EUROPE, per steamship New York, at \$20 A. M. for ERL-GIUM PARCELS-POST MAILS, per steamship Finland (regular mail for Belgium must be directed "per steamship Finland"); at \$20 A. M. for FIALY direct, per steamship Neokar (mail must be directed "per steamship Finland"); at \$20 A. M. for SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Ethiopia"); at 10 A. M. for AZORES ISLANDS, per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette (mail for Italy must be directed "per steamship Crette") at 10 A. M. (or AZORES ISLANDS, per steamship Crette (mail for Italy must be directed "per steamship Crette") at 10 A. M. (or SCOTLAND direct, per steamship Crette") at 10 A. M. (or SCOTLAND direct, per steamship Crette") at 10 A. M. (or SCOTLAND direct per steamship Crette") at 10 A. M. (or SCOTLAND direct per steamship Crette") at 10 A. M. (or SCOTLAND direct per steamship Crette") at 10 A. M. (or SCOTLAND direct per steamship Crette") at 10 A

ship Cretie"; at 10:30 A. M. (supplementary 12 M.) for EUROPE, per steamship Umbria. via Queenstown and Liverpool.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEDNESDAY (i.S.—At & A. M. for BERMUDA, per steamship Bernudian; at 9:30 A. M. (supplementary 10:30 A. M.) for INAGUA, HAITI, SANTA MARTA and other places in MAGDALENA DEPT, COLOMBIA, per steamship Bernudian; at 9:30 A. M. (supplementary 10:30 A. M.) for INAGUA, HAITI, SANTA MARTA and other places in MAGDALENA DEPT, COLOMBIA, per steamship Adirondack (mail for St. Marc, Petit Goave, Aux Cayes, Cape Haiti and Port de Paix must be directed "per steamship Adirondack"); at 9:30 A. M. for NEWFOUNDLAND, per steamship Prins Willem II. (mail for Cape Haiti, Port de Paix, Curacao, Venezuela, Trinidad and Guiana must be directed "per steamship Silvia; at 11 A. M. for BRAZIL, per steamship Prins Willem II. (mail for Cape Haiti, Port de Paix, Curacao, Venezuela, Trinidad and Guiana must be directed "per steamship Syracusa"; at 12 M. for NORTHERN BRAZIL, per steamship Syracusa, via Rio Janeiro and Santos (mail for Northern Brazil, Pernambuco, Bahla, Argentine, Cruguay and Paraguay must be directed "per steamship Syracusa"; at 12 M. for NORTHERN BRAZIL, per steamship Vigilancia": at 12 M. for MRXICO, per steamship Senera, via Tamploc (mail must be directed "per steamship Vigilancia": at 12 M. for MRXICO, per steamship Senera, via Tamploc (mail must be directed "per steamship Parimary 1.P. M.) for TURRS ISLAND and DOMINI-CAN REPURLIC, per steamship Cherokee. FRIDAY (17.—At 12 M. (supplementary 1.P. M.) for TURRS ISLAND and DOMINI-CAN REPURLIC, per steamship Parimary 1.P. M.) for TURRS ISLAND and DOMINI-CAN REPURLIC, per steamship Parimary 1.P. M.) for FURRY 1.P. At 12 M. (supplementary 1.P. M.) for FURRY 1.P. At 12 M. (supplementary 1.P. M.) for FURRY 1.P. At 12 M. (supplementary 1.P. M.) for FURRY 1.P. At 12 M. (supplementary 1.P. At 12 M. (supplementary 1.P. SATURDAY (19.—At 4 A. M. for RIO JANEIRO, CURACAO and VENEZUELA, per steamship Philadelphia (mail for for 60 must be

directed "per steamship Curityba").

NOTICE.—Five cents per half ounce is addition to the regular posiage, must be prepaid on all letters forwarded by the SUPPLEMENTARY MAILS, and letters deposited in the drops marked "Letters for Foreign Countries. after the CLOSING OP. THE REGULAR MAIL, for despetch by a particular vessel, will not be so forwarded unless such additional postage is fully prepaid thereon by stamps. Supplementary Trans-Atlantic Mails are also opened on the piers of the AMERICAN, ENGLISH and FRENCH steamers, whenever the sailings occur at 200 A. M. or later; and late mail may be deposited in the mail boxes on the piers of the German Lines sailing from Hoboken. The mails on-the piers open one hour and a half before sailing time, and close ten minutes before sailing time. Only regular postage (letters 5 cents a hist ounce) is required on articles mailed on the piers of the American, White Star and German (Sea Post) steamers; double postage (letters 10 cents a half ounce) on other lines.

MAILS FORWARDED OVERLAND, &C., EXCEPT
TRANSPACIFIC.
Mails (except Jamoica and Bahamas) are fortearded daily to ports of sailing. The CONNECTING
mails close at the General Post Office, New York. secreted daily to ports of sailing. The CONNECTING made close at the General Post Office, New York, as folious:

CUBA, via Port Tamps, at 44:30 A. M. Monday, Wednesday and Saturday. (Also from New York, Thursday and Saturday-see above).

MEXICO CITY, overland, at 1:30 P. M. and 10:30 P. M. and 20:40 April 0th and 23d, etc.)

JAMAICA, via Boston, at 7:00 P. M. Tuesday, via Philadelphia at 10:30 P. M. Wednesday. (Also from New York on Saturday, See above.)

BAHAMAS (excent Parceis Post Mails). via Miami, Florida, at 1:30 A. M. Monday, Wednesday and Saturday. (Also from New York. See above.)

BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA, via New Oricans, at \$10:30 P. M. despatched from New York yis Panama—see above.)

COSTA RICA, via New Oricans, at \$10:30 P. M.

COSTA RICA, via New Orleans, at \$10:30 P. M.

COSTA RICA, via New Orleans, at \$10.30 P. M. Tuesday.

NICARAGUA (East Coast) via New Orleans, at \$10.30 P. M. Wednesday. (West Coast of Nicaragua is despatched from New York via Panama—see above.)

PANAMA and CANAL ZONE, via New Orleans, at \$10.30 P. M. Sunday (after 10.30 P. M. Sunday and until sailing of New York steamer, mall for Panama and Canal Zone is held for the New York steamer-see above.)

\$REGISTERED MAIL for overland despatches closes at \$6.00 P. M. previous day. closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS, FORWARDED OVER-LAND DAILY.

The schedule of closing of Transpacific Mails is arranged on the presumption of their uninterrupted overland transit to port of sailing. The final connecting mails (except Registered Transpacific Mails despatched via Vancouver, Viotoria, Tacoma or Seattle, which close 6 P. M. previous day) close at the General Post Office, New York, as follows:

JAPAN (except Parcels-Post Mails), KOREA, CHINA and PHILIPPINE ISLANDS, via Vancouver and Victoria, B. C., close at 6 P. M. March 16 for despatch per steamship Empress of India.

CHINA and PHILIPPINE ISLANDS, VANCOUVER AND VANCOUVER AND

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NO EXTRA CHARGE FOR IT. Advertisements for the Sun and Evening Sun may be left at any American District Messenger Office in the city.

Charles a Sinday a Kan Sa Vitting